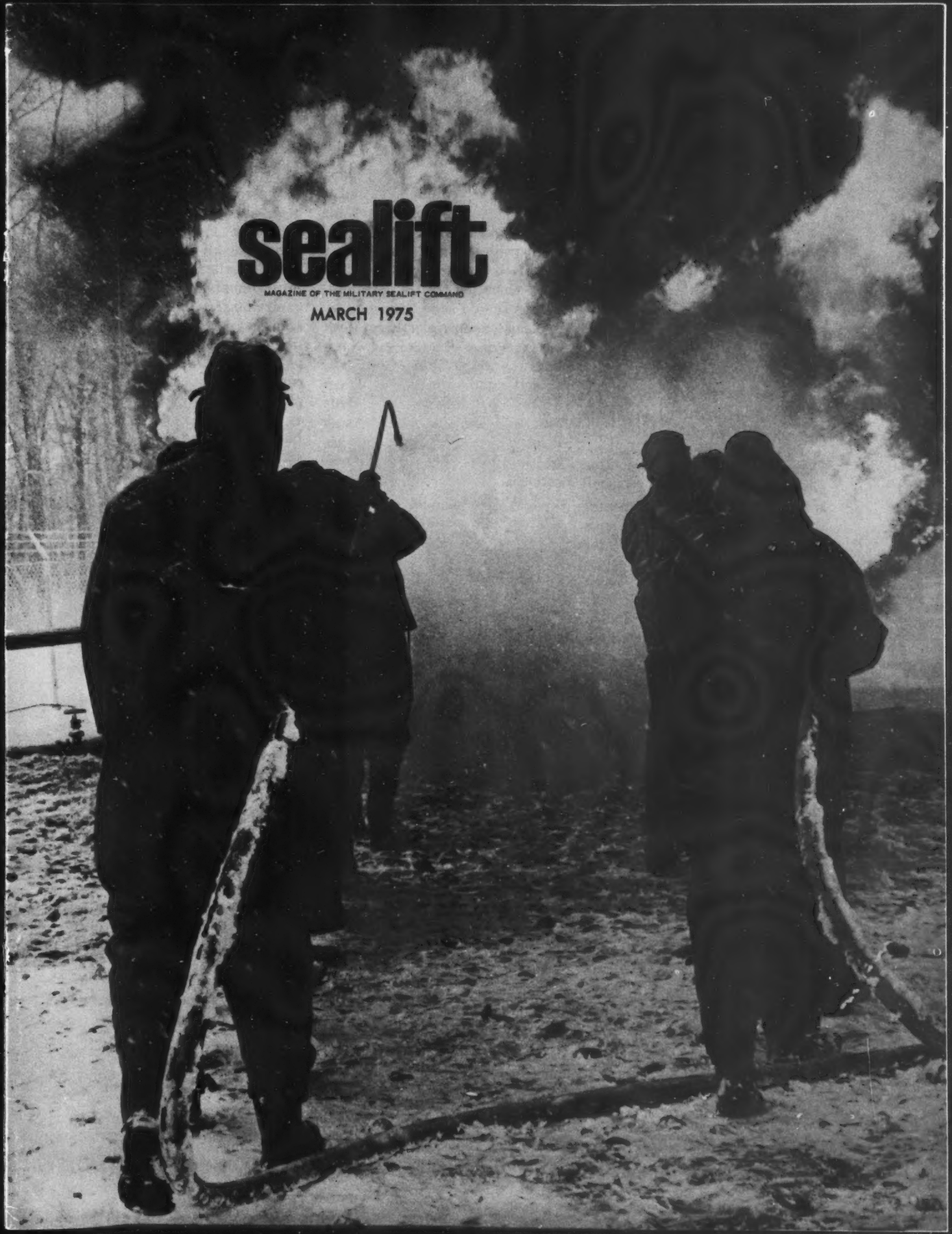

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MAGAZINE OF THE MILITARY SEALIFT COMMAND

MARCH 1975

Communication Is The Key

Among the many things which have impressed me since assuming command of MSC is the professional ability of command members. Another is the scope of the operating arena in which MSC people work.

While serving the Defense Department, Army, Navy, Marine Corps and Air Force, we simultaneously have day-to-day working relationships with agencies such as the Federal Maritime Commission, Maritime Administration, and U.S. Coast Guard.

Around the world, MSC men and women maintain daily contacts with the shippers we serve, with maritime unions, and with members of military commands.

The tremendous importance of personal communication is rather obvious. The reputation of the command—and our ability to work harmoniously, cooperatively and effectively with other people—are, to a great extent, products of communication. Face-to-face contact is, of course, the best means of exchanging ideas, of meeting problems, and of developing mutual understanding. But face-to-face communication is not always possible in a command which literally spans the globe. We also must rely on the telephone, upon correspondence, and other printed materials.

Governmental writers often are labeled masters of the passive voice, stilted terminology, and a unique ability to obscure a point or issue. This may or may not apply within MSC. The point I would like to make is that all MSC-generated written communications should serve a purpose—to clearly and succinctly set forth the facts or a situation, ask questions for which we need answers, or make and support recommendations we feel justified. Our missions are complex enough without adding to our challenges by less-than-effective communication.

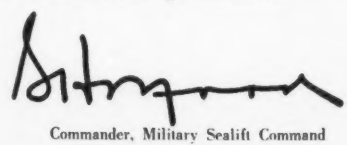
I have been very pleased to see what is being done to maintain communication within MSC. Many ships and most units publish informal newsletters. These are an excellent means of keeping employees informed, and can be produced and distributed at minimum cost. They provide up-to-date information and advise people where to go or who to see for more information.

Presentations and briefings also are excellent means of spreading the word. I would encourage all MSC members to accept invitations to speak—to professional groups, youth organizations, military service schools, maritime academies—whenever MSC can benefit.

I also would like to see more command members writing for publication, for magazines such as Sealift, Sea Power, Naval Institute Proceedings, All Hands and the many trade publications.

I know this requires extra effort and time. But both the command and the individual benefit; the command from better public understanding and the individual by his increased knowledge which comes from research and development of well supported ideas, programs or policies. Sharing of knowledge and ideas is a two-way street. Everyone gains.

There is another advantage each of us can reap from a conscious effort to improve our communications with others. As one executive once put it, "When zest departs labor becomes drudgery." Put another way, if we merely respond to requirements, doing only what we are required to do, we lose much of our aggressiveness and our innovative ability atrophies just as does an unused muscle. If we exert ourselves to sell our organization and to identify the need for our service — sealift — we make our job more enjoyable and our labors more productive.



Commander, Military Sealift Command

sealift
MAGAZINE OF THE MILITARY SEALIFT COMMAND

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COVER: Ice, snow and soot mix as Kings Point midshipmen attack a blaze at MSC's fire fighting school at Earle, N.J. Photo by Louis Granger, story page 4.

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Planning for the Future

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Fighting fire with fire training

By Louis R. Granger

The Military Sealift Command practical fire fighting school, now reestablished at Earle, N.J., provides the first physical evidence of efforts to standardize fire fighting training for merchant mariners throughout the United States.

A fire fighting working group of National Maritime Training Advisory Board members has developed a uniform classroom curriculum already in use at all union schools and recently recognized by the Seamen's Church Institute. State maritime schools on both the East and West Coasts are expected to adopt the curriculum soon.

This same group is also putting together a standardized manual. When given approval, it will be distributed to mariners and schools to aid in shipboard fire fighting.

The advisory board is made up of officials of Military Sealift Command, Maritime Administration (MARAD), U.S. Coast Guard, maritime unions, maritime shipping industry and equipment representatives.

The curriculum calls for two days of classroom instruction followed by a one-day practical course at Earle, located about 10 miles from the Atlantic coast in the east-central part of the state.

For the past 20 years, MSC mariners have been getting initial and refresher fire fighting training at the Military Traffic Management Command Military Ocean Terminal at Bayonne, N.J. The MSC operated facilities also were available to merchant marine unions, the Merchant Marine Academy at Kings Point, N.Y., state maritime academies and a number of General Services Administration and local community fire fighting teams having responsibilities connected with shipboard and waterfront fires. This was done at the request of MARAD, and by direction of the Chief of Naval Operations. The school trained about 1,000 MSC employees and approximately 3,000 merchant marine personnel each year.

In recent years, however, the number of air pollution complaints has risen and plans were made to move the facility.

Maurice V. Foreman, MSC headquarters training and safety division director, said the move and installation of mock-ups and other equipment was handled by the Naval Facilities Engineering Command supervised by Robert E. Corder, head of MSC, Atlantic's damage control instructors (DCIs). "The school would never have opened without the help of the DCIs who supervised installation of equipment. They personally moved and installed a backup pump in case the other gave out during fire fighting operations," Foreman said.

The Naval Weapons Station at Earle had given a parcel of land adjacent to the station to Monmouth County for construction of a police and fire academy. The MSC

A jet of water causes a magnesium fire to flare up.
Photo by Louis R. Granger

MSC, Atlantic employee sprays foam on oil fire.
Photo by SN Sandra L. Collinz

facility is on Navy land adjoining the county school. Cooperative arrangements provide for sharing the facilities and, said Foreman, "the greatest asset is there have been no charges of possible pollution."

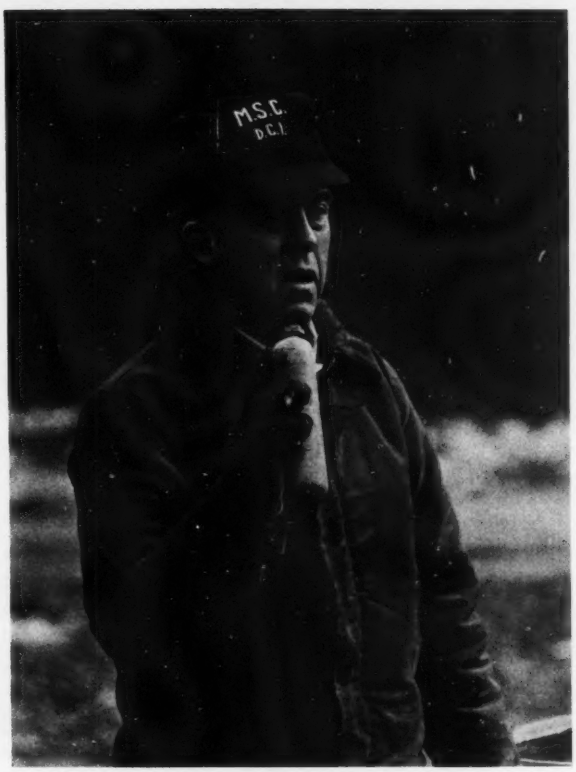
Although the school officially opened January 20 with a class of cadets from the U.S. Merchant Marine Academy, officers and crew of USNS Harkness and MSC, Atlantic crewing and receiving personnel went through the course January 15 and 16 to help iron out bugs in the system.

Training and safety officials from MSC, MARAD, U.S. Coast Guard, maritime unions and industry observed the Kings Pointers in action on the 20th. General consensus was that the training was "good and smooth."

The Earle facility has an engine room mock-up, two heavy gauge battleship-steel tanks, galley stoves, a man-made lake to provide water, pump and hydrants for hoses, and a smoke locker to give students first-hand experience with the Navy's oxygen breathing apparatus.

The school offers training four days a week with one day reserved for clean-up and maintenance. A maximum of 120 students a week can go through the training, but only after they have had the standardized two-day classroom instruction at their various schools. The new curriculum will give every person the same classroom instruction whether a union member or maritime academy student, so they can be better equipped to take the training at Earle, and at the other MSC fire fighting school conducted by MSC, Pacific at the Navy's Treasure Island (California) damage control school.

According to Howard W. Patteson, MARAD office of maritime manpower, speaking at a meeting of the working group at the N.Y. State Maritime Academy, Ft.



John Nagle, MSC damage control instructor, displays a carbon dioxide pressure charge to MSC, Atlantic students at Earle, N.J. fire fighting school.
Photo by SN Sandra L. Collinz

A fire hose nozzle disappears into smoke over a blazing oil fire as Kings Point midshipmen learn fire fighting techniques first-hand.
Photo by Louis R. Granger

USNS Harkness crewman concentrates on instruction given on proper use of oxygen breathing apparatus.
Photo by SN Sandra L. Collinz

Schuyler, N.Y., there never has been a standardized course for merchant mariners. A problem that lack of standardization caused was voiced by Charles Weeks, fire marshal at Maine Maritime Academy. He said Maine students used the Navy fire fighting facility at Norfolk, Va. "But the Navy is set up for their needs, not ours. I would like to see our students go to Earle."

Although a fire fighting endorsement is not a requirement for seamen's documents, Coast Guard Cmdr. John C. Hanson said that was "inevitable" and that requirements for tanker men are being revised. Fire fighting training, he said "is of great interest to the Coast Guard and will eventually become mandatory" for all seamen.

He also noted that the proposed manual should give the mariner all information he needs to be an effective fire fighter aboard ship. "Future Coast Guard examinations will reflect this," Commander Hanson said. "Up to now, the Coast Guard has been setting the standards, but we would rather base requirements on actual ship operations" he said.

After the manual is distributed the Coast Guard will work to make the fire fighting endorsement mandatory for seamen's documents. Commander Hanson feels the endorsement will eventually be required by international law. Some European countries already require fire fighting certification, including England and Greece.

MSC now finances the Earle operation except for $37,500 contributed by MARAD for instructor pay at the two MSC fire fighting schools and partial cost of supplies.

Although most students who will go to Earle will be either MSC mariners or Maritime Administration-sponsored union students, the Seamen's Church Institute has agreed to give classroom instruction to non-union seamen

Their eyes seem to ask "who, me?" as MSC instructor Richard Peyrek explains how to bring an engine room fire under control.
Photo by Louis R. Granger

Outside the smoke locker in a snow storm, Victoria Panuska, a Kings Point midshipman, gets some help from instructor John Ward in using oxygen breathing apparatus. She is one of 14 women who enrolled in the maritime academy last fall. She is the first woman to attend MSC's fire fighting school at Earle, N.J.
Photo by Louis R. Granger

and will then send them to Earle for practical training.

Legislation that may give financial help to fire fighting training was approved last October. The Federal Fire Prevention and Control Act of 1974 authorizes establishment of a national academy for fire prevention and control.

Edwin M. Hackett of the National Fire Prevention and Control Administration explained at the fire fighting working group meeting that money available for this fiscal year might be used for more equipment or personnel at Earle. "Give me a proposal, and your needs, and I'll see what I can do," he said.

One part of the federal program would be to provide tactical training in fire control and rescue aboard merchant vessels along with training of instructors. Also, the academy would develop curricula, training programs and other educational materials.

At Earle, one of the first lessons taught the students is to respect fire rather than fear it. MSC, Atlantic instructors sometimes quote a statement from the January 1966 issue of the Naval Institute Proceedings to support that point:

> "It is not to make seasoned fire fighters of you, but to teach you to respect fire and not to fear it; also to develop confidence in your equipment and shipmates."

Airlift-Sealift Team: "Just Routine"

By Louis R. Granger

The winter weather off the southern coast of England was making it rough going for the USNS Tallulah and uncomfortable for the crew. The 16,500-deadweight-ton (DWT) tanker had cleared Lands End bound for Rota, Spain and prospects of warmer weather made the passage more tolerable.

But on January 18 the ship began to vibrate severely and there was sporadic heavy pounding at the stern. Capt. William H. Barrett Jr. suspected propeller and rudder damage. Also, he noted in a message from the ship, there was excessive movement of the rudder post. At about seven knots, half speed for Tallulah, the vibration lessened.

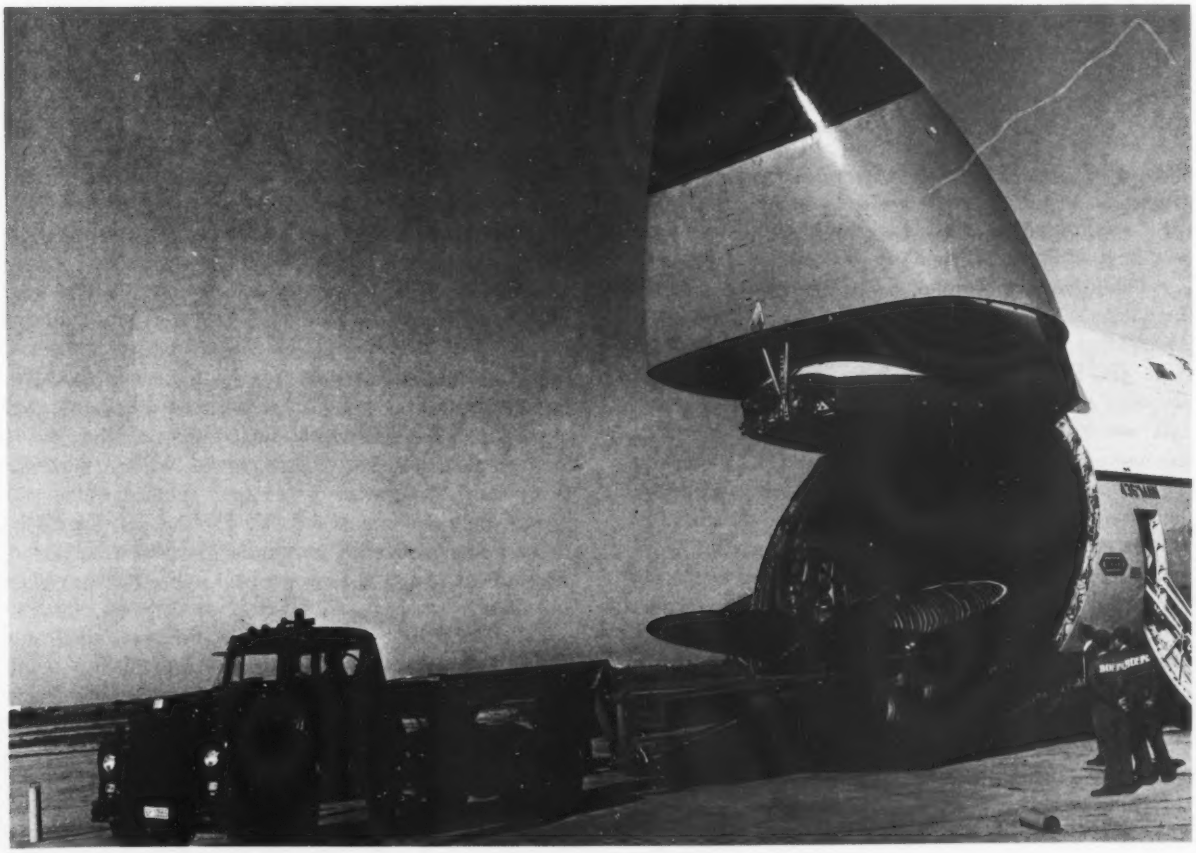
Permission was given to sail to El Ferrol on Spain's north coast for inspection and emergency repairs. Enroute, another possible problem complicated the situation. "Have now discovered oil slick along starboard side," Captain Barrett radioed. "Apparently cargo leaking through shell plating. Unable to determine location of leak due to darkness."

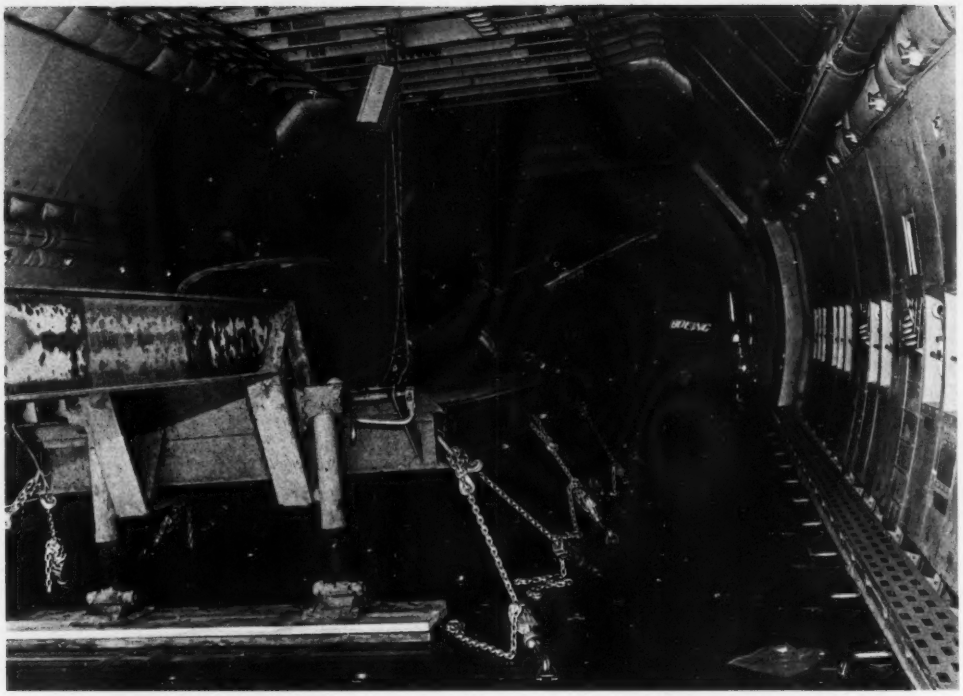
Daylight brought good news. There was no leak. Apparently darker than usual shadows because of the heavy weather had given lookouts the impression that oil was on the water.

Tallulah arrived at El Ferrol the morning of January 21 and it was discovered that one of the four blades had broken off the ship's propeller. A diver was sent down to cut off the opposite blade to give better balance to the prop and to lessen vibration.

But Tallulah needed a new propeller and a shaft, which apparently had been damaged by the vibration. The nearest spares were in storage at the Naval Supply Depot at Norfolk, Va. The logistics problem of how to get the parts from Virginia to Spain in the shortest possible time

Open jaws of a C-5 aircraft easily accept tanker propeller and trailer.





An inspector examines lashings on the cargo deck of a Military Airlift Command C-5 Galaxy at Norfolk NAS.

was solved when the Air Force's Military Airlift Command was brought into the picture.

"It was just routine; like something we do every day," said SSgt. William H. Franklin Jr. who was part of the Air Force loading team. A C-5 Galaxy cargo plane of the 436th Military Airlift Wing was flown to the Naval Air Station at Norfolk from Dover (Del.) Air Force Base. The big belly of the C-5 could handle the 18-ton propeller and 10-ton shaft without difficulty.

It was not quite routine, however. "Because of the size and positioning of the cargo, the weight of the cargo was concentrated on the aft portion of the trailer, so there were some problems in loading it into the aircraft," said Sergeant Franklin, a native of New Bern, N.C.

"To alleviate the problem, we hooked it up to the aircraft winch and pulled the trailer on board. It took two hours from the time we began planning the loading until the actual operation was complete," he said.

Air Force cargo handling specialists blocked, braced and tied down the MSC cargo in the C-5. At first it was planned to put the propeller on a weight distributing pallet. But a pallet would not hold the large prop.

Loadmaster TSgt. Larry H. Miller of Sheboygan, Wisc. who made the round trip flight said, "We took the load easily. It was a very normal mission. The prop and the trailer on which it was mounted weighed 50,000 pounds. The shaft and accessories on three pallets weighed more than 24,000 pounds. The flight from Norfolk to Dover (for refueling and change of crew) to Rota took 6½ hours and the cargo was unloaded in just 20 minutes at Rota."

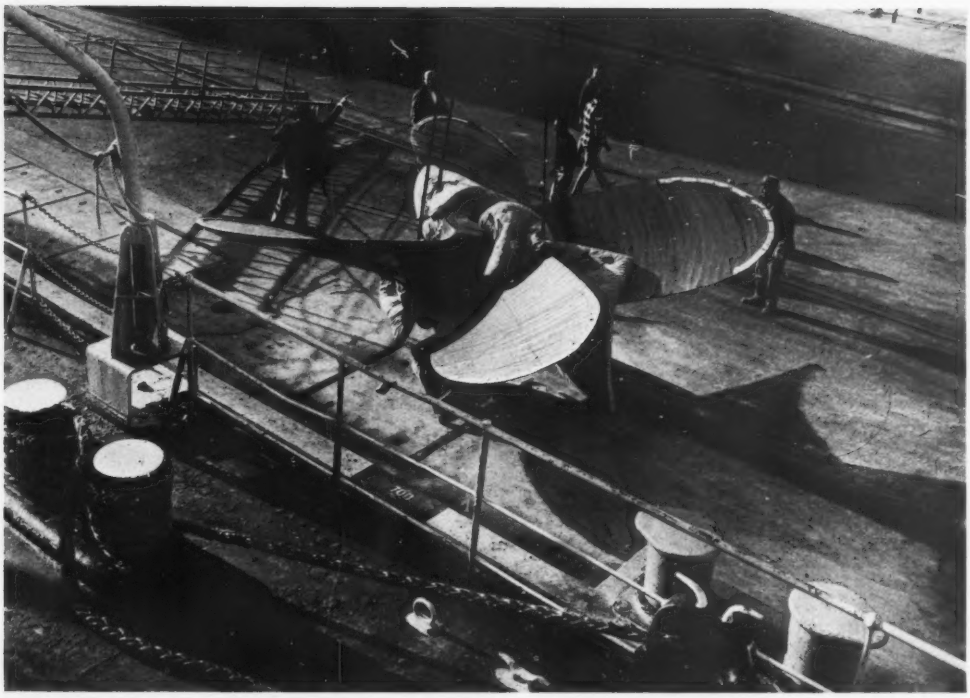
Because the huge Galaxy has ramps and cargo doors at both ends of the aircraft, cargo can be wheeled in and out of the plane with little trouble—and no delays.

Once unloaded, the parts were transported the relatively short distance to the waiting Tallulah which had arrived the same day as the C-5. The ship left Rota February 1 after delivering her cargo of 120,000 barrels of Navy distillate and taking on as cargo her new propeller and shaft.

Tallulah arrived at Lisbon, Portugal, which had the nearest drydocking facilities, on February 3.

By February 9 repairs had been made and Tallulah continued on her assigned mission which was to take on a cargo of jet aircraft fuel at St. Croix.

MAC aircraft commander on the flight from Dover to Norfolk to Dover was Maj. Paul D. Perry of Dover. Commander on the Dover-Rota leg was Maj. Rocker Rucker,



Propeller is hoisted aboard Tallulah at Rota, Spain. Mattresses protect the 18-ton propeller from cables.

also of Dover.

If it seemed a piece of cake for the Air Force, it nonetheless saved the taxpayers "an incalculable amount of money, perhaps up to $1 million and at least $200,000," said MSC supply officer Capt. Robert C. Van Osdol. It also could have cost MSC a lot of headaches and delays in getting various cargoes to their destinations.

One commercial ship was sailing from Norfolk on the same day the C-5 left but it was going to Rotterdam. The problems in getting the prop and shaft from the Netherlands down to Spain were insurmountable, however. And use of this foreign flag ship also posed problems, and would have required clearance.

Another possibility considered was to ship the spares on the MSC roll-on, roll-off ship USNS Comet, the first available government owned vessel. Comet's destination was Bremerhaven. She could have been diverted to Rota but it would have taken 10 days and she would reach Spain four days after the Tallulah arrived. In addition, Comet then would have been two to three weeks late getting to Germany. Lack of scheduled U.S. liner service between Norfolk and Lisbon compounded the MSC problem.

But, through coordinated efforts of Air Force personnel at McGuire, the Navy Material Transportation Office at Norfolk, and the Norfolk Naval Shipyard, an initial tough task turned into "just routine; like something we do every day," as Sergeant Franklin noted.

In letters of appreciation to all agencies involved, MSC commander Rear Adm. Sam H. Moore said, "A hearty well done should be extended to all hands concerned."

UNDERWAY TRAINING: Polish

By Howard L. Rosenberg

During a press briefing last October, William Beecher, deputy assistant secretary of Defense for public affairs, noted that the "impact of inflation alone is forcing some cutback in training and operational activity on the part of all services."

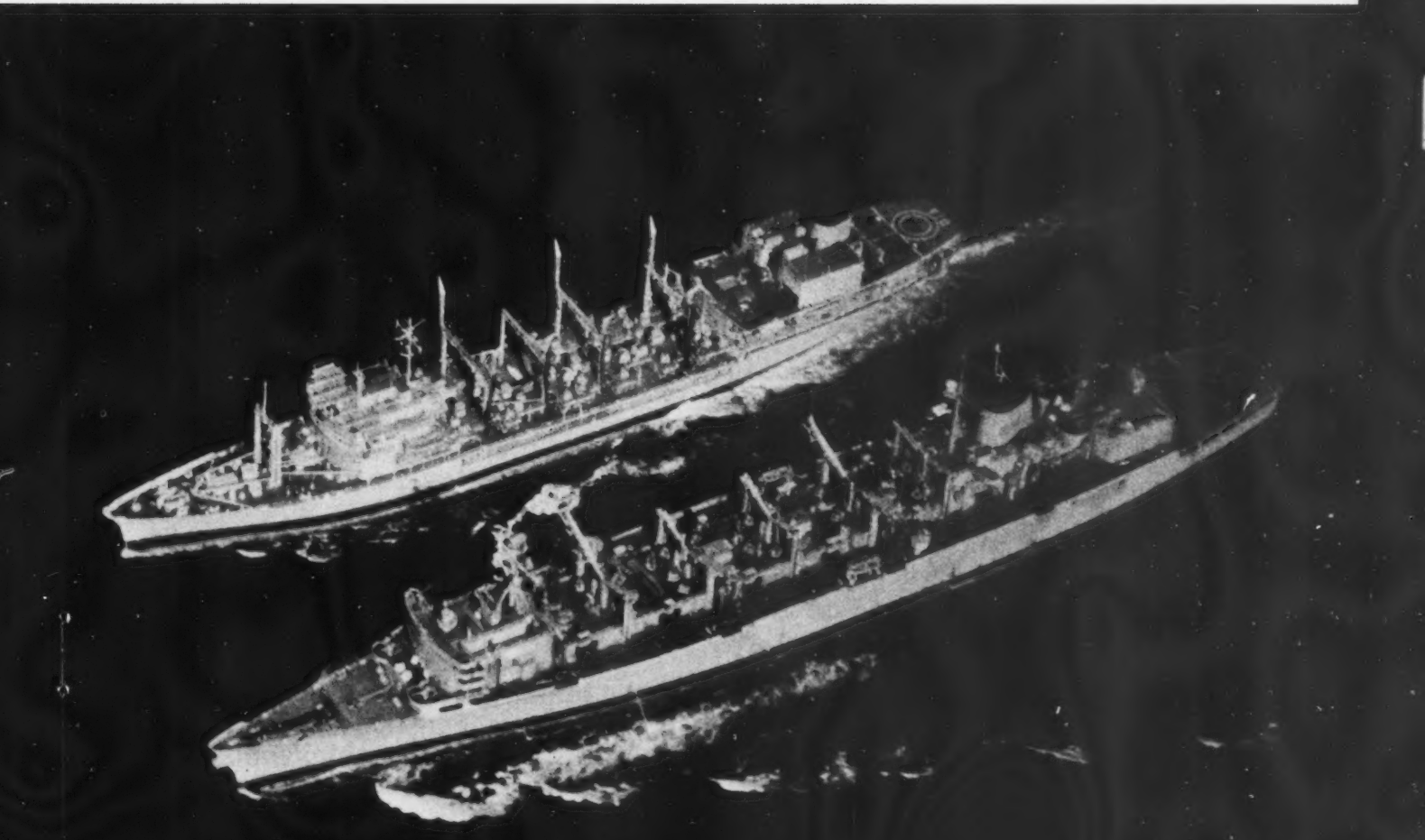
The Office of Navy Program Planning has prepared a study of the problem.

The study reports "the exceptionally high credibility that the U.S. Navy has had in the past has been due to a very high state of training achieved through complex and demanding exercises at sea as well as actual combat experience obtained in the Vietnam conflict. Now that the Navy is no longer involved in Vietnam, realistic underway training at sea becomes more important than ever in maintaining both expertise and credibility as a ready fighting force."

MSC already is very much involved in providing realistic underway replenishment training for both its own Civil Service crews and the military crews of

Photographed from a Camden helo, RFA Olna (top) and USS Camden steam a parallel course.

shing replenishment skills around the globe



USNS Taluga crewmen, one wearing his own unique hardhat, give signals to Falcon Lady crewmen as others prepare to pass hose lines. Photo by PH2 James R. Yarbrough

Navy combatant ships supported by the sealift command oilers.

Under the Navy's continuing Charger Log IV program, MSC distributes a weekly list of government-owned and chartered ships and British Royal Fleet Auxiliary (RFA) ships available for Navy opportune underway replenishment exercises.

While participating in "Midlink," a joint Central Treaty Organization (CENTO) training exercise last November, USS Camden took advantage of this program and rendezvoused with the British ship Olna in the Indian Ocean and received fuel from the RFA vessel.

Commissioned in 1964, Camden is one of four one-stop-shopping ships of the fast-combat-support Sacramento class. She provides petroleum, munitions, provisions and freight to fleet combatant ships.

Camden carries two helicopters to support vertical replenishment opera-

Dusk descends on Taluga (left) and Falcon Lady during January fuel transfer.

tions and has a petroleum cargo capacity of 177,000 barrels. The 34,400-deadweight-ton (DWT) ship also can carry 2,150 tons of munitions, 500 tons of dry stores and 250 tons of refrigerated stores. The ship has a crew of 600, including 33 Navy officers and 567 enlisted men.

When Olna joined the Royal Fleet Auxiliary Service in 1966, she and her two sister ships were the largest and fastest fleet support vessels in the United Kingdom's inventory.

The 22,350 DWT Olna also is equipped with two helos for vertical replenishment and was specifically designed for transferring fuel and stores while under way. The ship has been ice strengthened and carries a crew of 87 officers and men.

USNS Taluga and MSC bareboat chartered Falcon Lady also have been busy keeping their underway replenishment expertise polished.

On January 13, Falcon Lady transferred 31,000 barrels of Navy distillate to the Navy fleet oiler USS Guadalupe near Subic Bay, P.I.

On January 31, still operating near Subic Bay, Falcon Lady rendezvoused with USNS Taluga and passed the MSC fleet support oiler 4,700 barrels of Navy distillate.

As Charger Log continues to grow in scope and RFA and MSC Civil Service and merchant marine-manned ships continue to exhibit the skills necessary to support combatant ships of the U.S. Navy, it is anticipated that consolidations like that between Camden and Olna will be held more frequently.

Like all exercises, the Charger Log IV consolidations are intended to help develop capabilities which would be needed in the event of a contingency—and which will help MSC and the Navy fulfill their global missions.

⚓

You've come a long way MEBA

By Howard L. Rosenberg

When Robert Fulton's steam-powered riverboat Clermont began carrying passengers up the Hudson River in 1807, critics scoffed at the seemingly odd-shaped, slow-moving vessel and nicknamed it "Fulton's Folly."

The sailing ship was having its heyday and few imagined that anything could surpass and replace the sailing merchantmen. But, as the technology of steam propulsion became more sophisticated, farsighted individuals accurately predicted that steam-powered ships would someday emerge as reliable trans-ocean vessels.

In 1842, two groups of men interested in steam propulsion banded together to form union-type associations called the St. Louis Assn. of Steamboat Engineers and the Cincinnati Assn. of Steamboat Engineers. In the next 10 years, similar associations sprang up in nearly every major port along the Ohio and Mississippi rivers.

Their purpose was to provide a base of power to improve deplorable working conditions, low wages and long work days common in industry. They hoped to initiate a strong lobby that would push for Congressional legislation to right wrongs they considered an affront to human dignity.

These small associations, competing against each other for recognition, divided on method and yet with a common purpose, soon proved ineffective. Finally, in 1864, representatives of several associations met to discuss goals and try to agree upon a collective plan.

The men were concerned about conditions in an industry plagued by a high accident rate, extremely poor working conditions, outmoded laws, and lack of recognition. Marine engineers, for example, weren't even classified as merchant marine officers.

After intermittent meetings throughout the next decade, on Feb. 21, 1875, a group of men representing engineers of existing local associations met at the New England House in Cleveland, Ohio. Committees were formed and a constitution drafted. Two days later, America's first maritime union came into existence — the National Marine Engineers' Beneficial Assn. or MEBA. Established 11 years before formation of the American Federation of Labor, MEBA is the second oldest union in the United States and last month celebrated its 100th anniversary.

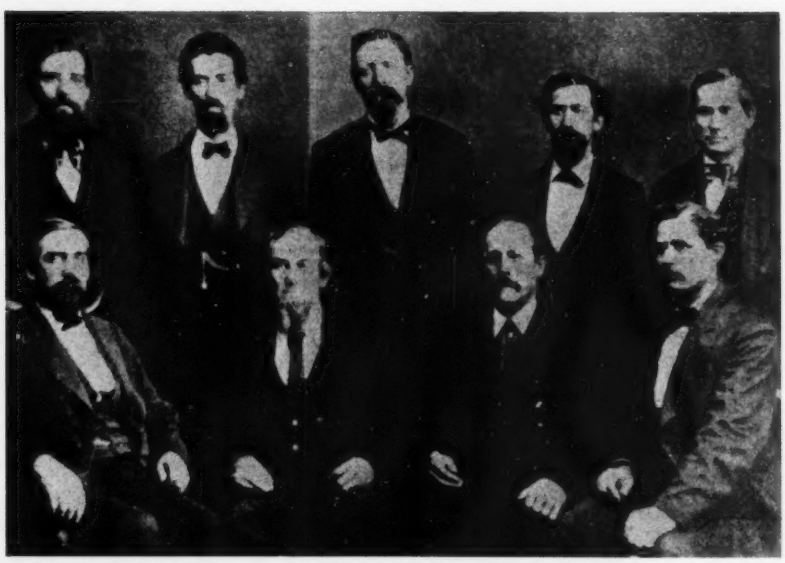
Since that time, the history of MEBA has been fraught with success in establishing marine engineers as professional merchant marine officers.

When MEBA was formed, the marine engineering profession was in a sorry state. Aliens were licensed indiscriminately, filling jobs U.S. engineers were hungry for. Enforcement of inspection and licensing laws was lax and there was little communication between local associations or among the various cargo and passenger carriers operating on U.S. lakes and rivers or at sea.

At its inception, MEBA was a fraternal order whose primary purpose was national unity toward a common goal of seeking legislation and elevating status of engineers to that enjoyed by officers of the U.S. Merchant Marine.

One of the first of many subsequent successes of the union was a landmark 1896 act nullifying the granting of licenses to alien engineers to serve aboard U.S.-flag vessels. This was followed by other decisions ultimately leading to the recognition and status U.S. marine engineers enjoy today.

National MEBA President Jesse M.



Portrait of the delegates and founders of National MEBA taken at the first convention in Cleveland, Ohio 100 years ago.

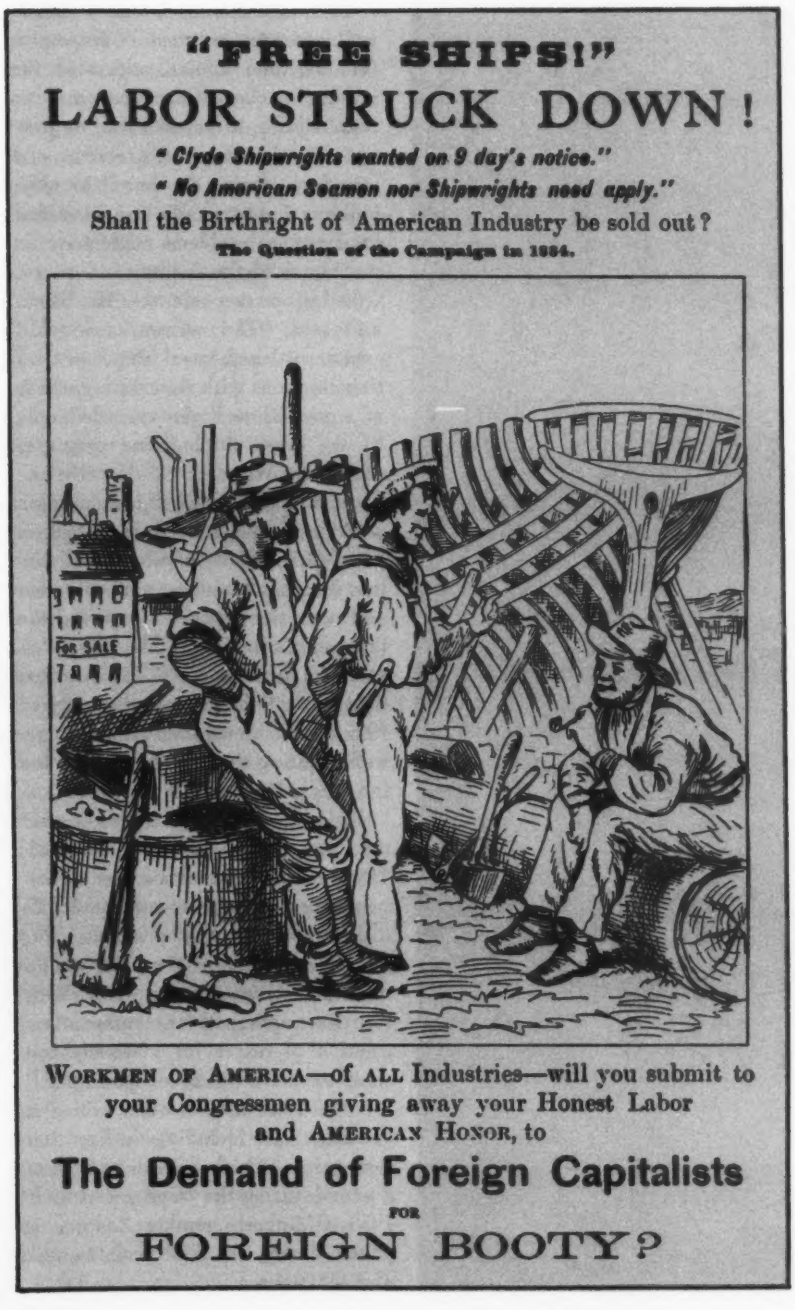
Calhoon and officers of the union's national executive committee hosted a centennial reception at the Mayflower Hotel in Washington, D.C. February 26. Senator Henry M. (Scoop) Jackson, chairman of the Senate Interior Committee, was the principal speaker. The reception was attended by several hundred guests including prominent figures from government, labor and industry.

In a message to the MEBA membership, President Calhoon wrote:

"This National MEBA was born fighting for the dignity and rights of the marine engineering profession. As we were in the beginning, so we are today."

"It is my fervent hope, together with all the officers of the national MEBA, that the second century we are entering upon will be one signaling the union's ever-increasing wisdom, prosperity and usefulness for the membership. That through the legislative and political acumen acquired over the years we may win further passage of just laws that will bring a truly comprehensive prosperity and well-being to all in the maritime sector. A well-being that will finally bring with it, the recognition of the rightful place of the U.S. Merchant Marine within the framework of the national security and economy of the United States."

All MSC ships' engineers are affiliated with MEBA since President Calhoon and the commander of MSC signed a contract Jan. 4, 1974 granting the union exclusive command recognition. Another milestone was marked that day since this was the first national contract entered into by the Navy.


"FREE SHIPS!"
LABOR STRUCK DOWN!
"Clyde Shipwrights wanted on 9 day's notice."
"No American Seamen nor Shipwrights need apply."
Shall the Birthright of American Industry be sold out?
The Question of the Campaign in 1884.
FOR SALE
WORKMEN OF AMERICA—of ALL Industries—will you submit to your Congressmen giving away your Honest Labor and AMERICAN HONOR, to
The Demand of Foreign Capitalists
FOR
FOREIGN BOOTY?

The foreign flag question haunted the maritime industry through the early days of the National MEBA as this nineteenth century print graphically illustrates.

U.S. Shipbuilding's Foggy Future

The keel of a 125,000 cubic meter LNG tanker was laid at General Dynamics Quincy Shipbuilding Div., Quincy, Mass. last December. Eight LNGs are being built there at a cost of $750 million.

Early last month, Robert J. Blackwell, assistant secretary of commerce for maritime affairs, addressed the graduating class of the Newport News Shipbuilding & Drydock Co. apprentice school and noted problems and paradoxes facing the American shipbuilding industry. He also identified impact those problems might have on the future of the industry.

In his opening remarks, Mr. Blackwell said, "The current backlog of commercial and naval ship construction contracts with American yards is at a peacetime high—exceeded only by the crash shipbuilding programs of World Wars I and II." He explained that unfinished shipbuilding work in the private shipyards aggregated $8.2 billion, of which $4.2 billion represented commercial contracts and naval construction accounted for the other $4 billion. Mr. Blackwell said the backlog in 1970 was less than half of that, amounting only to $2.5 billion. According to Mr. Blackwell, "during the past five years, the industry's backlog has tripled."

However, the secretary cautioned that figures are deceptive and said, "Despite the current healthy orderbook, the industry is confronted with a number of major problems. For one thing, many of the contracts in hand were taken at fixed prices which failed to anticipate the rampant escalation of prices for materials and components used in shipbuilding." Mr. Blackwell listed several examples of rising costs including the fact that steel prices, which rose only 3 cents a pound during the 15-year period of 1959-1973, rose another 3 cents a pound during the first nine months of 1974 alone.

LASH container ship Delta Sud slides down the ways at Avondale Shipyards, Inc. at New Orleans, La. in August 1973. She is the last of three LASH vessels built for Delta Steamship Lines under the Merchant Marine Act of 1970.

He said the profits once envisioned when shipbuilding contracts were let, may not materialize. He also pointed out that the inadequacy of profits in the shipbuilding industry was testified to before the Seapower Subcommittee of the House Armed Services Committee last year.

Shipbuilding in America has not been spared the effects of the inflationary spiral. "The recent decision of Newport News to reduce its workforce by 2,000 employees by midyear to reduce operating costs points up the severity of these problems," the secretary said.

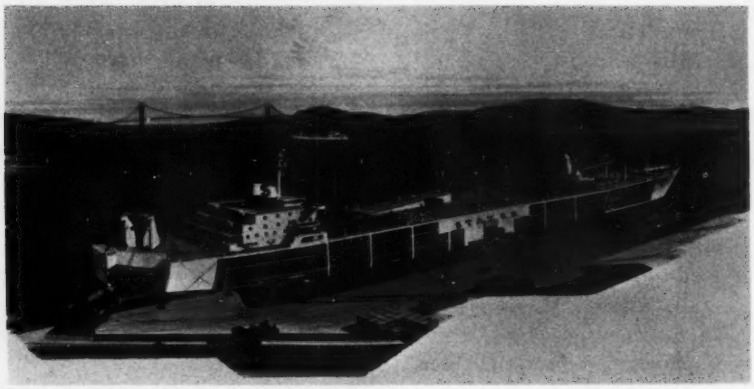
Another severe problem facing the American shipbuilding industry is the high price of crude oil. The quadrupling of prices following the Arab oil embargo has "undermined tanker freight rates and dried up the previously booming market for tanker construction," Mr. Blackwell said.

The secretary noted that although American shipbuilding has not been hurt as badly as Japanese and European yards, a number of U.S.-flag tanker construction projects have been set aside.

On an optimistic note, Mr. Blackwell said many of the tankers being built in this country for foreign trade "are covered by long-term charter of 5 to 15 years and will not be affected by the present depressed level of freight rates."

There may also be another bright star in the future for the U.S. tanker industry. Though many large tankers for foreign trade operations aren't likely to be built in the next few years, other markets are just beginning to show potential.

There are promising possibilities in



States Line is having four of these roll-on, roll-off ships built at Bath Iron Works.

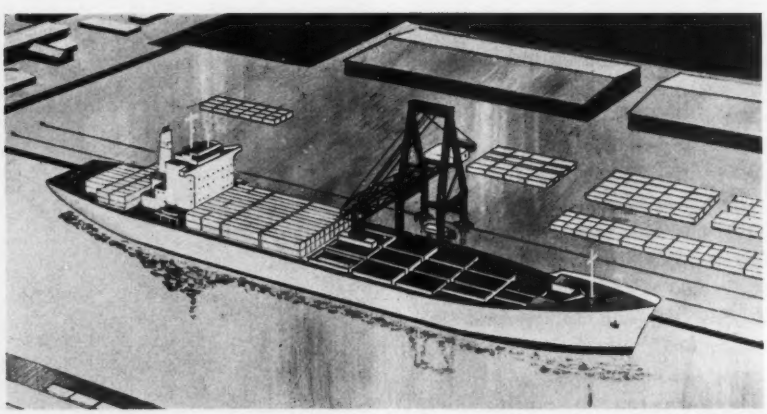
the new construction contracts for domestic Alaska oil trade tankers, specialized product carriers and, said Mr. Blackwell, "we also foresee the construction of a number of American flag chemical carriers and dry bulkers."

U.S. shipyards also have a $1 billion backlog of orders for offshore oil drilling rigs and with the high priority the Ford administration has placed on developing domestic offshore oil fields, the market is likely to expand.

There is also potentially increasing demand for liquefied natural gas (LNG) carriers. The secretary said, "Our analyses indicate that a minimum of 39 LNGs will be required for U.S.-flag operation by the early 1980s. Currently, 16 of these vessels are now on order in U.S. yards, three of which will be built at Newport News."

Mr. Blackwell also noted that container ships which were converted from World War II hulls will need to be replaced by newer ships to compete with faster, modern, foreign-flag container ships.

The secretary was optimistic, noting that though the shipbuilding industry is faced with problems of inflation, future needs will dictate a continued interest in development of a strong U.S. Merchant Marine. "Although the market for large tankers looks decidely grim for the next few years, I believe commercial shipbuilding in the country throughout the remainder of this decade, and well into the 1980s, will remain strong," he said.



Artist's conception of the Newport News-designed Vanguard class container ship. The vessel can be used as either a combination break-bulk-container ship or ro-ro-container ship.

Growing ranks of the Merchant Marine Naval Reserve

By Cmdr. Thomas C. Groce

The Navy's revitalized Merchant Marine Naval Reserve program, under way since June 1973, is designed to take better advantage of the expertise of U.S. seagoing and shore-based maritime professionals during peacetime or a contingency. Those participating in the program may be called on to assist the active naval forces while still serving as merchant marine officers.

Since Navy embarked on this new project, about 65 naval reserve and merchant marine officers ranking from lieutenant junior grade to captain have joined the program. These dedicated officers presently comprise three shore-based Merchant Marine Naval Reserve companies in Boston, Mass., Fort Schuyler, N.Y., and at Treasure Island in San Francisco, Calif., and one seagoing company detachment aboard the Army dredge Comber. Among those recently joining the program is Lt. Cmdr. Robert Holden (a Panama Canal pilot) who was sworn in by Rear Adm. Robert H. Blount, commandant of the 15th Naval District and commander of U.S. Naval Forces Southern Command.

Another 25 applications for direct commissions are pending approval by Naval Recruiting Command (for lieutenant commander and below) and the Secretary of the Navy (for commander and captain).

MSC and the Navy are striving to recruit as many of the 1,500 eligible merchant marine officers as possible. It is hoped that the majority of these officers will join the program and man the several units to be located in major seaports of the United States and certain ports throughout the world. Current plans call for establishment of units (companies and company detachments) as soon as a minimum number of officers are geographically concentrated. For example, 10 officers are required to establish a shore-based merchant marine company and a minimum of 50 per cent of the eligible officers aboard any U.S.-flag ocean-going vessel of 1,000 gross tons and over to establish a company detachment.

Individual officers desiring to participate in this program may do so by drilling with Military Sealift Command and Naval Control of Shipping Organization reserve units until a merchant marine company or company detachment is established for them to join. The Merchant Marine Naval Reserve program is open to all merchant marine and 11XX, and 162X, 167X, and 169X naval reserve officers on a voluntary basis.

There are three categories in which officers may obtain designators; deck (1625), ensign to captain, ages 19 to 49; engineering (1675), ensign to captain, ages 19 to 49; and communications (1695), ensign to lieutenant commander, ages 19 to 41. A waiver for age may be granted for a maximum of 36 months for merchant

Lt. Cmdr. Robert Holden is given the oath of office by Rear Adm. Robert Blount, commandant of the 15th Naval District. Holden's wife, Judith Ann, looks on during the ceremony held last October in Panama.

marine or any active military service during World War II, for voyages to Korea between June 27, 1950 and July 27, 1953, and for voyages to Vietnam or Thailand between June 1, 1965 and Jan. 27, 1973 to help individuals qualify for this program.

In addition to these requirements, applicants must be a U.S. citizen, have at least a high school diploma, and hold a merchant marine license. Naval reserve officers need only to request a change of designator for one of the program's appropriate designators.

There are many advantages to the officer participating in this program. For example, officers compete for promotion only with other officers in their specific designators. In addition, officers may retire with pay and the same benefits as other naval reservists at age 60, provided they have 20 years of satisfactory reserve participation (a minimum of 50 points each year). Promotion is based primarily on satisfactory participation and professional qualifications.

Participation is achieved primarily through a training curriculum specifically designed for Merchant Marine Naval Reserve officers. The curriculum provides both for group classroom training and for individuals who can not always train with a group. The individual version of the training curriculum is administered at central training locations throughout the United States and at certain United Seamen's Service centers abroad—as well as aboard vessels having Merchant Marine Naval Reserve company detachments.

Individually oriented training packages include slides and narrated lesson tapes. Each officer is issued a training log with questions pertaining to each lesson. After he has received the instruction, the officer answers a set of corresponding questions on his training log.

Officers in the program receive one retirement credit point for each lesson and must complete 24 lessons each year. Reservists also may obtain retirement points by performing two-week active duty training or by completing special Navy projects in their capacities as merchant marine officers.

Naval reserve and merchant marine officers desiring more information about this program should contact local Navy recruiting stations. Chapter X of the Recruiting Manual (Sections O, P and Q) covers specific details. Officers also may call the Naval Reserve Division at MSC headquarters (202) 282-2611. Autovon number is 292-2611.

Cmdr. Thomas C. Groce, MSC coordinator of the revitalized Merchant Marine Naval Reserve Program.

Job Well Done

Keith von Haesler, MSC, Pacific port engineer, is congratulated by Chief of Staff Capt. Elwin Maupin on receiving the Meritorious Civilian Service Medal.

Two Military Sealift Command, Pacific employees have been awarded the Meritorious Civilian Service Medal—the second highest medal that can be given civilians—for outstanding service to the federal government.

Harold C. Boles, chief engineer on USNS Huntsville, a former range instrumentation ship, and Keith von Haesler, assistant port engineer for MSC, Pacific, were honored for their roles in preparing and maintaining Huntsville in support of a classified Defense operation from March 1 through Sept. 30, 1974. The awards were recommended by the Defense Nuclear Agency.

Letters of commendation were given to several other Pacific employees for their roles in the Huntsville operation. They include Capt. Erwin R. Gibson, Huntsville master, Russel Hodge, William Casey and Beryl Sherwood, all from the maintenance shop, Milo Obradovich, electronics division, and Cmdr. Martin Kunze, director of special projects division.

Built in 1954 at Portland, Ore., Huntsville was assigned to MSC on March 1, 1960. She had been operating in support of Air Force Western Test Range in the Pacific and for the National Aeronautics and Space Administration. In November she was taken out of service and turned over to the Maritime Administration.

USNS Huntsville Chief Engineer Harold C. Boles has his medal pinned on by Captain Maupin. Warren W. Berning of the Defense Nuclear Agency holds the citation commending Boles.

USNS Harkness crewmen leave a smoking engine-room mock-up after extinguishing an oil fire. Story on page 4.

Photo by SN Sandra L. Collinz

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